

Appendix G: Public Input Summary

On-line Survey Comments

- I believe having those “Share the Road” signs in more areas will be a nice reminder to the drivers and then getting some of the local streets cleaned/swept a little more often after weekends would be more encouraging. Lots of debris scattered after weekends.
- J Street trolley crossing is dangerous and needs widening. Only a few loops detect cyclists, e.g. Hunte Parkway/Olympic Parkway “knows” I’m there. Lagoon Drive was not re-surfaced in the bike lanes, forcing bikes into roadway. F Street near Broadway has cracks similar to bike wheel width.
- Transition at H and L streets at I-805 could be made more bike-friendly. Well paved bike lane the full length of 5th or 4th Streets would be nice. While the lanes are there the paving is lacking. When compared with other cities Chula Vista’s bike infrastructure is exceptional. It has allowed my wife and I to have only one car between us. Please continue to show cyclists from other cities how wonderful our bike facilities are by promoting cycling events like Bike the Bay, Cycle EastLake, The Grand Fondo, and the Criterium events in downtown. Also, please continue to encourage the informal rides like the Flojos (8 a.m. Sunday from AAA office) and the Pulse Endurance Sports ride. Thank you.
- Need a better way to transition from the EastLake area to the Bayshore Bikeway. The area between I-805 and I-5 is bad for bikes.
- Bike lanes through Chula Vista, so that you can ride around the bay from where the Coronado Ferry lets you off in downtown San Diego south to connect up with the trail around the bottom of the Bay and up the Strand.
- Improve bike lanes on H and L Streets and Telegraph Canyon Road to safely access the Bayshore Bikeway.
- I have been recently unemployed. And because of the limited routes to many facilities in Eastern Chula Vista, I chose not to spend money. If you would consider seniors and the hills it would take them to riding to and from shopping centers, you would understand the funds the city is losing because of this group. The more friendly routes for seniors, the more revenue the city receives from its growing populations of seniors. Cyclists would utilize Chula Vista more than motorists every would. I have many suggestions to assist in the growth of this missed opportunity.
- The bike lanes at EastLake are well planned. City should work on improving bike lanes on all Chula Vista roads.
- Serious cyclists are not interested in off road bike paths (e.g.: E. Palomar in the area of La Media). The off road bike paths do not allow cyclists to ride at a fast pace for fear of striking pedestrians/runners. Wide bike lanes serve a better purpose as they allow serious cyclists to ride faster and with the pace of traffic.
- H Street overpass of 805 heading west is kind of a death trap with cars merging on from the freeway. Pretty sketchy!

- A lot of the bike lanes are full of debris such as broken glass, cans, rocks, etc. Bike lanes need to be swept more often.
- Continuous routes please.
- I ride along Olympic Parkway most often and I wonder how often the street is cleaned. It seems more and more glass and other debris is building up. This makes it unsafe for me to ride and avoid tire damage.
- When are you going to start enforcing the mobile phone hands-free laws? More and more motorists have their heads down while texting! (I commute to Southwestern College from Ocean Beach about 2-3 times per week via bicycle.)
- Make the signals work for bikes!
- Aggressive, dangerous driving is by far the biggest obstacle to cycling in urban areas. A lack of enforcement on local roads (City of San Diego citations have decreased markedly in last five years, for example) has made driving more dangerous in general, and very dangerous for cyclists. More enforcement of speeding on neighborhood streets is vital, as is enforcement of aggressive driving (tailgating, switching lanes, cutting off vehicles/cyclists, etc.). Sure, cyclists must also be educated about making legal stops at stop signs, etc., but all this pales in comparison to aggressive driving.
- Too many of the main thoroughfares that a cyclist might take to commute to work are unsafe due to aggressive drivers, going beyond speed limit, in big powerful vehicles such as Telegraph Canyon Road and H Street.
- Help everyone realize and act as responsible road users; road rage, bullying motorists, people who think that bikes do not belong on the road in traffic, and bicyclists who disregard traffic laws and courteous behaviors - all need to be fixed. Thanks for asking.
- Eastbound Otay Lakes Road is a popular cycling route especially on weekends. I ride with my friends every Saturday morning. Pulse Endurance Sports and Trek bicycle shop both have shop rides on the weekend that use this route. Some weekends I see 40-100 riders on this route. It is a jewel of a ride and cyclist come from all over to ride this route. Unfortunately there is no bicycle lane and it is dangerous. Motorcyclists and motorists travel at high speed and pose a danger to cyclist. I would suggest adding a bicycle lane to this road. It will greatly improve the quality of life for locals and visitors who love cycling like I do.
- Crossing I-805 on H Street.
- Bay Boulevard and H Street. Have a bike sensor so that you don't have to wait at the light forever when there is no auto traffic.
- Install traffic signals at freeway on-ramps so we can veer left as needed. For example, the on-ramp on East H Street to I-805. I'm riding on the right side of east H Street, then have to wait for traffic before I can safely cross over. The traffic is too fast and aggressive to stake my claim on the lanes, plus their double lanes.

- I would appreciate if bike lanes would be free of glass and potholes. Especially around Rancho del Rey and EastLake areas there is a lot of glass on the bike lanes. Also around EastLake the bike lanes have many potholes.
- One reason why I continue to live in east Chula Vista is because of the availability for recreational and commuting to be done by bike. If it was not for the bike lanes in the eastern part of the city and access to the Silver Strand I would have moved a long time ago. Please continue to upgrade where possible. I think more school age children could save the city money by cycling instead to using buses. Could the police run a test loop one day for students to each school to encourage parents to give it a try?
- I am so grateful for the path that starts at the foot of Main Street and goes around Imperial Beach and on to Coronado. My problem is that I leave from my home on Montgomery Street and it is very dangerous going west on Main Street because of traffic and no designated bike lanes (between 4th Street and Broadway especially). If I take my car to that location there is no where to park except for Swiss Park and that is not allowed. On the bike path that runs along side the I-54 it is in desperate need of repair as the asphalt is breaking up and there are substantial breaks in the path. It's a real nice ride except for that problem. I would also like to see a path that was better laid out that leads up to the J Street Marina. Again very dangerous with the street traffic.
- More education for motorists to share the road, such as basic respect of space and safety. More education for group cyclists that as a group and disobey laws.
- Pavement quality is a significant travel hazard for cyclist safety.
- I live in Coronado, but ride through Chula Vista a couple of times a week mostly on Bay Boulevard. Chula Vista is the throughway to the hills out east. L Street by the San Diego Country Club is a little gamey. Also, westbound on Main Street, just west of the I-805.
- Potholes on Palm/Ocean View are a definite hazard. The road is not as smooth as roads in other areas (probably because the roads are newer or using rougher asphalt).
- Car drivers don't react well to cyclists' signals and ride patterns.
- More police presence on Olympic Parkway and Telegraph Canyon. Speeding cars and drivers on cellphones endanger bicyclists.
- More street sweeping to remove debris/glass from shoulders and bike lanes.
- I think the top priority should be separate bike paths that are not sharing the road with cars. Commuters are focused on one thing: getting to their destination. They do not see nor appreciate bikers in their roads. Chula Vista is a town where most commute, and the only safe way to bike is to stay off the roads.
- Make noticeable bike lanes used for bikes only.

- I prefer riding in bike lanes on roadways over riding on a separated bike path. Often bike paths become overrun with pedestrians, strollers, joggers, and people biking two or three across and it becomes dangerous to bike on them unless going very slowly. Additionally, many bike paths I've seen are not planned, as well as roads - there are often sharp corners with limited visibility, and this becomes a big problem if combining faster riding with the above mentioned obstacles.
- I used to bike a lot in Chicago. The bike paths were along the lake so it was a beautiful area to bike. You could bike all the way down to the center of Chicago. I wish we could build that kind of path along the coast all the way down to San Diego. Harbor Drive is the kind of an area that could be part of this coastal route. We could also bike using the frontage roads near the salt ponds. Thanks for thinking of bikers. Maybe some day my dream will become a reality.
- Otay Lakes road and out towards Honey Springs is massively popular, yet zero bike lane. Creating a real bike lane would make this one of the premiere cycling locations in southern California.
- Chula Vista has made great strides in the new housing areas to improve roads for bikers. However, Bay Boulevard south of L Street needs to be resurfaced and/or repaired especially in the area of the power plant and the salt ponds. That area is unsafe at best. Another area needing resurfacing is the extension of F Street west around the boat repair facility to the Chula Vista Marina park. Lastly, J Street needs to be repaired and slurry sealed from end to end, especially east of Third Avenue. There are several pot holes and cracks making it unsafe for riders.
- A bike path that fully circumvents Otay Lakes would be a great family destination for a fun, flat, safe ride. There's already parking! Need more scenic, leisure, destination rides. The bayfront is another candidate and off-road path should be included in any plan. Otherwise Chula Vista locals put their bikes on their SUVs and drive up to San Diego, and spend their time and money there, rather than at home.
- Riding east to west along Main Street/Autopark way under I-805 there is a gap in the bike lane starting near the shopping center at Oleander Street that makes it dangerous to ride on the street in that area.
- Bike paths from Seaport Village to freeway entrance heading south that parallels 32nd Street Naval Base is terrible (the route for Bike to Bay ride).
- I am interested in setting up a bike rodeo for the Heritage Elementary School and surrounding community. Please contact me at andrew.dewar@pph.org
- City buses nearly run over you. People don't move over even when there is room to do so.
- Educate people to jog on sidewalks not the bike lanes.
- Several roads on the west side of I-805 (e.g. Palomar Street, 3rd Avenue) need designated bike lanes to protect cyclists from motorists
- I have no idea what a "bike loop detection system" is. The intersection at E and 2nd Streets includes a completely blind moment for cars at the eastbound entry to the intersection. People driving west to the intersection speed up to make the light. I've called the police about it, but they say its not a really dangerous intersection. I listen to the numerous accidents there.

- The major problem is distracted drivers, either holding cell phones or texting, drivers also speeding, but it's the swerving into the bike lane by distracted drivers and lack of attention, and lack of concern for cyclists that keeps me and my family off the road and on trails only.
- There should be more roads for bikers.
- I think that the City of Chula Vista is not biker friend in any way, shape or form. I think that this survey and the input it requests is a step in the right direction. I hope a bicycle route/transit-system doesn't take five to 10 years to establish. Simple road demarcations would suffice as a pilot program.
- Intersection of H and 2nd Street is very bike UNFRIENDLY. You cannot go north on 2nd Street unless there is a car there and it is supposed to be a bike route. There is no pedestrian crossing, so no button to push. This is just stupid. Bay Shore Drive is dangerous because of the road surface, but thanks for cutting back the bushes. Get rid of the guys living along the river channel and their trash. Clean the debris out of the channel, yes, we would like to help. Love the causeway that links to the Strand.
- Better roadways
- Traffic light on H Street and Bay Boulevard rarely responds to cyclists; Bay Boulevard is a popular bike route.
- We need more designated, bike-only paths
- Making sure that the intersection of Lane Avenue and MacKenzie Creek Road is safer to cross. It leads to a major vein of some trails, and the traffic is ALWAYS racing through that intersection. Not safe for kids to handle without an adult.
- I would love to see more bike paths not only in Chula Vista, but the entire San Diego County. I live in East San Diego and because of the roads, it's very unsafe for me to ride my bicycle to work. Otherwise, I would.
- There is no really safe route across the I-805 freeway except J Street, which is very steep. Can you fix that?
- East H Street west of Otay Lakes road has no bike lanes for about one half mile and in the eastbound direction the sidewalk is asphalt and heavily damaged by tree roots leaving all bikes to navigate through traffic moving at higher speeds than posted. This creates a hazard for both bike riders and motorists.
- If you could please stop using the chip (pebbly rock) surface when repaving street in the bike lanes that would be great (like on Telegraph, Wueste, Hunte in between Olympic and Otay Lakes). What you did on Olympic was great (cars use chip, bikes use smoother surface). That is a good compromise. If you could do something to add a smoother surface especially to Wueste on the shoulders, that would be great. It has become unridable now the chip is so rough.
- We could use a bike-oriented skate park and encourage BMX racing for young kids. Great ways to keep them happy and healthy.

- A lot of streets do not have sidewalks. By not having them, it causes motorists to creep on the edges of the road, in some cases forcing cyclists off the road.
- Provide bike safety and simple bike repair workshops at libraries, YMCAs, etc. to better train riders, especially school age children.
- People riding bicycles on the sidewalk on E Street to Broadway.
- Create community events to ride bicycles to recreation areas.
- Fix bike lanes around the lake as EastLake. There are many potholes, which makes it dangerous to stay in the bike lane.
- I was riding my bike to work, but had to quit because the streets are in such bad shape, I feel it is unsafe. 4th Avenue from Naples to J Street on both sides of street. Moss Street from 5th Avenue to Industrial on both sides. J Street from 5th Avenue to Broadway. All of Broadway. Basically most of the west side. It's a shame because riding down to the marina should be an enjoyable past-time.
- Very difficult to get to the bay bike Path from Industrial Boulevard. Too many vehicles on Palomar and L Streets makes it hard to get across the freeway overpasses.
- Improve bicycle detection at signals on Bayshore Bikeway.

Public Workshop Comments

- 54 Bike Route - Use it a lot, but it has some ruts.
- E Street gets scary.
- Bike Route over I-805 on H Street.
- Unused utility road that would allow bike access between East H Street and Bonita Road.
- Great job here (Private Road - see map).
- Scary crossing I-5 on Main Street to get bike path.
- I-805 at Palomar to be improved by Caltrans.
- The cycle track/shared use path for peds and cyclist on E. Palomar is excellent! Please use this as model for H Street and Paseo Del Rey.
- Rienstra and Hilltop - please create traffic calming pop-out corners and enforcement of traffic laws (particularly motorists not stopping and phoning while driving).
- Reduce speed limit on H Street. Enforce non-hands-free cell phone ban throughout Chula Vista, but especially on H Street and at E. Palomar.
- Road diet on H Street from Southwestern College to I-5, particularly at Paseo Del Rey and H Street.

- Cycle track on H Street, particularly from Paseo Del Rey to Paseo Ranchero.
- Widen island refuge on H Street at Paseo Del Rey.
- Advanced stop bars for motorist at H Street and Paseo Del Rey
- Traffic calming and enforcement of speed limit laws on Max Avenue down the hill between Orange and Rienstra.
- Reduce/restrict on car parking to make space for bicycling. Charge for parking. Roads are for travel - not for storage of cars.
- Improved access at trolley for cyclists.
- Sequence traffic lights on Broadway for bike speeds - 12 mph.
- “Road diet” on Broadway – one with bike lanes.
- L Street at I-805 is difficult to cross.
- Make Broadway road dieted - reduce number of travel lanes, add bike lanes.
- Safe and secure bike parking – Bike parking could be better downtown.
- Need more/better bike parking.
- The center of the city has routes, but few bike lanes.
- West side needs more awareness of bike traffic.
- Roads going east and west - G, I, J and Moss Streets from 3rd Avenue to Industrial are in bad condition.
- Curbs and gutters missing on Industrial.
- Main Street over I-5 transition lane to I-5 north - Striping of lane/bike lane transition needs re-work.
- Request to see crash locations.
- My favorite route northbound is Broadway – Easy connectivity north-south if cyclist is ok “taking the lane.”
- I hope bike plan speaks to education and enforcement both of motorist and cyclist. Include training of police about lawful biking traffic
- I hope bike parking ordinances are part of the plan. Require bike parking spots at commercial areas, schools, residential.
- I suggest adding two types of bike facilities with bicycle boulevards or greenways.

- Make bicycling easier and more convenient than driving a car.
- Let's get biking and walking audits to/from all schools for safe routes to school.
- At medical center and Telegraph Canyon left turn lanes and right turn lanes separated by bike lane never get swept - very gritty with debris.
- Not safe for kids to ride to school – Plan events.
- The college looks to be very separated from biking route to and from.
- Implemented bike plan recommendations, e.g., manhole covers and valve covers in bike lanes along Olympic Parkway - Move out of bike lanes.
- Service vehicles parked in bike lane with little or no signage - If bike lane is closed, no mitigation for cyclists.
- Parking by parents at schools in bike lanes dropping off students – Dangerous.
- General comment on freeway underpasses: 1. Sensors for bikes on paths 2. LED warning lights to signal car traffic that bikes are in tunnel.